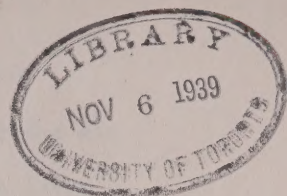


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MEMORANDUM WITH RESPECT TO HIGHWAY TRANSPORTATION

SUBMITTED BY THE CORPORATION OF THE

CITY OF LONDON.



1. London is a city having a population of 76,424; is situated on Provincial Highways Nos. 2, 4 and 22; is approximately midway between Toronto and Detroit and approximately midway between Buffalo and Detroit.

There exists under the Highway Improvement Act, a Suburban Road Commission for the County of Middlesex, on which the City of London has two representatives.

Within the City of London there are connecting links in the Provincial Highway system totalling 7.2 miles. The cost of the construction of this highway within the City limits, based on a twenty-four ft. pavement, at a cost of \$2.65 per square yard, is \$268,646.00

The maintenance on this amount of street, which is part of the highway system, is approximately \$3,500.00 a year, which for a period of ten years would be 35,000.00

During the last ten years, namely, 1928 to 1937, the City of London has appropriated for expenditures on Provincial Highways outside the limits of the City 295,330.00

During the ten years, 1928 to 1937, the City of London has appropriated for expenditure on Suburban roads coming under the Suburban Roads Commission, the sum of 124,309.00

There have been constructed in the last ten years on the connecting links of the Provincial Highway system in the City of London, two bridges, each of which had to be constructed of considerably greater strength than would normally be required, because of the fact that they are carrying highway traffic.

Of the five corners on which traffic signals are operated, four are on a street which carries No. 2 Highway traffic through the City.

During the last fifteen or twenty years, the whole work of civic police departments has had to be changed to take care of the regulation of traffic, which now is one of the most important items of police work and one which fifteen or twenty years ago was of negligible proportions.

The Council of the City of London is of the opinion that in

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view of the above expenses necessarily incurred by reason of highway traffic, that some compensation should be received by the City for the expenditures, particularly in view of the fact that in the case of a large number of motor vehicles, both passenger and commercial, for which a license fee is paid and a tax imposed on the gasoline consumed, both of which charges are payable to the Province, in spite of the fact that in many cases practically all of the driving of such vehicles is on pavements constructed and maintained by the City.

The Council also feels that there should be some adjustment of taxation and charges whereby it would not be possible that the same taxpayers who are obliged to meet the deficits on the nationally owned railway are, at the same time, taxed to provide highways over which the commercial vehicles, which are a factor in causing the deficit on the railway, may operate.

2. The Council feels that drastic changes should be made in the matter of the regulation of operators of commercial and passenger vehicles and in the tests required of those operating such vehicles, that the appalling increase in highway fatalities may be at least arrested and, if possible, an actual reduction brought about.

3. The Council is also of the opinion that some change in the regulation with respect to the highway traffic should be made effective so that fast moving passenger vehicles will not be held up by truck traffic, nor the lives of the occupants of the passenger vehicles placed in jeopardy by reason of the difficulty in passing such large commercial vehicles.

4. More effective power should be given to the municipalities through which provincial highways pass to enable them to route heavy commercial trucks off the main streets of the municipality and to take alternative routes through built up areas.

London, Ontario,
October 9th, 1937.

